



Photo courtesy of Larry Schubert

September 2020

GALTtraffic

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From Prairie Dogs to Mountain Goats... Lucy and I learn about mountain flying in Colorado!

Photos and story by Larry Schubert

It was about a year ago that I stood on the tarmac at Northern Colorado Regional Airport (KFNL), waiting for the sound of my airplane, "Lucy", to come in from the east. Arnie Quast and co-pilot Justin Thuma were kind enough to ferry her out to her new home, and late on a hot August morning I saw her in the pattern. I had been out here a few weeks already, so it was great to see her again.

We soon had her tucked away in her new hangar home...a 50 x 70 at FNL that she shares with 3 antique cars and a motorhome. I was blessed to the extreme to have that hangar...hangar space anywhere along the front range here is almost impossible to get. The waiting time for public hangars at FNL is over 20 years. But I found mine through an obscure want-ad from the hangar owner who needed a plane to put in the mix of cars/motorhome/assorted



Lucy's new home at KNFL

collections of all kinds. Bob does not fly, but had to have a plane in the hangar to be "legal" at the airport. I answered the right ad, at the right time, and now have Lucy safe and dry almost as close to home as she was at Galt...an easy 11 mile drive.

The airport is not Galt, sad to say; an 8,000 foot runway, lots of corporate

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The views during my first mountain flying lesson blew me away



Long's Peak (14,259 ft.) in Rocky Mountain National Park



Flying over Cameron Pass

jet traffic, helicopters and student training. No cows or P51 passes or airport dogs, darn it. No pond, nobody sits outside their hangar with a Weber and a cooler and invites you to join them. I miss all that dearly. But, my friends, you should see the *view*! FNL sits just east of the Front Range, the first mountains you encounter heading westbound into the Rockies. You can see the peaks of Rocky Mountain National Park from the taxiway, and be among them in 15 minutes. For this flatlander, it was pretty mind-blowing. The airport elevation is 5,000 feet, pattern altitude 6,000. While digesting that, consider the fact that on a hot Summer day density altitude on the ground can easily reach 8,000 to 9,000 feet.

Before I even took Lucy out of the hangar, I got a lot of advice from local pilots and CFI's. I wanted to take a mountain flying course, but before I did that I just wanted to get used to flying the high altitude prairie just east of the Rockies. The weirdness begins with starting the engine. You do everything as in Illinois, except when it catches you immediately lean...for my Cherokee, that means pulling the mixture out about 1.5". Before takeoff at runup, you put in full throttle and lean to RPM drop, then enrich about 3 half turns. That's now takeoff mixture, best power. This is difficult to get used to, since we are so ingrained about full rich for takeoff...it's just not right! But full rich could kill your engine on climb out..not what you want.

On takeoff, the weirdness continues. You accelerate pretty normally, but it sure seems like you are rolling down the runway a lot faster than your airspeed indicates. And in fact, you are. It's very dramatic, because while I still rotate at 70 mph IAS, my groundspeed is likely over 80 due to the higher density altitude. You fly the same numbers on the airspeed indicator, but in reality you are going significantly faster. It's even more dramatic on landing. I peg the airspeed at 80 mph on final, but the runway seems to be flying by way too fast. You do get used to it, but it takes a while.

Once in the air, I must say that nothing feels significantly different from the Midwest. Lucy handles the same and is the same joy to fly out here as she was at home. One nice surprise...I now burn about 7 gallons per hour versus the 9 I would burn at home. On one longer cross country, I burned 6.5. And gas at Longmont, where I tend to fuel up, is \$3.45/gallon.

In the first month or so, I just poked around east of the mountains, learning the ropes.

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Greeley, Sterling, even going South to Pueblo. Then I went northwest to Laramie, Wyoming. This was a little more daring, as I skirted the mountains and landed at 7,300' airport elevation. It's also always windy up there. But those darn mountains kept luring me. I did poke into the foothills a bit, but I was afraid to go any further in...even on a perfect day.

Finally, I connected up with a great CFI, Austin, to learn mountain flying. Up to the point, I had only taken a mountain weather course down near Denver. I was so excited to finally learn to actually go into the mountains, and do it safely. Naturally, my airplane was more than twice his age, but he was a really good instructor. Within just a few lessons, I went from being afraid of the mountains to being very comfortable flying passes at 12,000 feet. Part of it is just learning the geography...where you are, and what possible dangers lurk there. Once, while we were approaching a ridge but still a few miles from it, Austin asked me if I thought we were going to clear it with adequate margin. I said yes, based on what I saw. He told me to look at my vertical speed indicator. It was indicating 1,000 feet per minute DOWN. I did not feel it, nor did I sense it visually. But that is a downdraft I could not out-climb while approaching rock. You don't want to put yourself in that position. Lesson learned...I watch the VSI all the time now when amongst the peaks. I also watch winds and weather very carefully. For a novice like me, you do not want to be in the mountains after noon, as weather can change very rapidly. And if I see

winds aloft at 12,000 feet over 20 knots, it's a no-go. Bumps and rotors at the passes can be very nasty at speeds over that.

It was real exciting when I made my first cross country over the mountains by myself. That involved going from Fort Collins to Steamboat Springs. I had to cross the Cameron Pass, drop into the Walden valley, then jump over the Rabbit Ears Pass and drop into Steamboat. With an airport elevation of 6,882 feet, the field sits on a plateau with the city lower around it. It's an odd sight picture, and tends to make you too low on final (which I learned when going there with Austin). It's weird flying a pattern at almost 8,000 feet, but so exciting to land in that famous ski resort and park next to the Citations and King Airst.

I also love to fly up over Rocky Mountain



Rocky Mountain National Park...360 degrees of amazing views!

National Park. It is incredibly beautiful. A few weeks ago, I ventured all the way up to Milner Pass, which is up where the Alpine Visitors Center is at about 12,000 feet. It was a perfectly calm, totally clear day as I flew over the alpine tundra 1,000 feet about Trail Ridge Road. I never tire of going up to the park, and it is only about a 20 minute flight from the FNL.

Bottom line is, I will always miss my Galt family, but I love it out here. The quality of life is great, the quality of flying is magnificent no matter which way you point the nose. And an even greater surprise awaits you back at the hangar when your putting your bird away... there are very few bugs on the leading edge!

Come visit! 🍷

Northern Colorado Regional...a very unique airport

by Larry Schubert

When Arnie and Justin arrived with my airplane, FNL was an uncontrolled field, just like Galt. An 8,000 foot runway, lots of big corporate jet traffic, but uncontrolled.

I was aware that this was to change. FNL (NOCO is the radio call) was to become the second airport in the country with a remote control tower. That means the controllers would sit in a room, looking at a panorama of giant TV screens, and control traffic from there. This was scheduled to go into service in the spring of 2020.

My local pilot association got to tour the facility, which is a nondescript gray building on the airport grounds. It was undergoing months of testing at the time, and was not yet operational but was totally functional. As soon as an airplane takes off, the controller sees a green data block on the giant monitors which give a 360 panorama. The data block gives N number, speed, altitude, etc. And it moves like the plane moves. Those further away are smaller. Planes on the ground are clearly visible as they move on taxiways. It's pretty amazing technology, and depends on dozens and dozens of cameras placed all over the airport. I believe there is one other such tower in the country, located in Virginia. But like most government projects, it has been very, very slow to get operational and certified.

The interim solution is what they call a "mobile control tower." The controllers sit in a cab which sits on a trailer about mid field. From there, they control both airborne and ground traffic, using eyeballs and binoculars. I feel sorry for them, because in reality they can't see half the traffic they are controlling. We had a meeting with their manager, and asked if we could hook up an ADS-B

receiver and iPad in there for them so they could see traffic the way WE IN OUR AIRPLANES see the traffic. He said no, the government would not let them do that. And they have no radar. So in reality, every plane being controlled has a better picture of the total traffic environment than do

the people who are controlling them! I had one potentially serious incident when I was on approaching runway 33 from the south and was instructed for a straight in. I was on final and the controller had a guy turn base in front of me. He thought I was further out than I was. I saw the traffic on my iPad and Leslie with her eyeballs, so we avoided... but it could have been serious. (Shades of the Bob Collins accident at Waukegan decades ago...exactly this scenario) Leslie's hair was still standing up hours later...it

was her first flight with me out here. I really feel sorry for those controllers. They have a tough job. And the airport can get very, very busy with flight training doing touch and goes while a Gulfstream is trying to get in and a Falcon is trying to get out.

Take a look at the airspace on your charts...KFNL just south of Fort Collins. It's not class D, it's class E. But it looks like class D, and acts like class D. It's a real weird hybrid. And to make matters worse, as of this writing paper charts had not caught up and were still showing Unicom and no tower. So some people come blazing in talking on Unicom just as it it's uncontrolled. Fortunately, they changed the ATIS to make it clear that there is a tower and a tower frequency.

If you come to visit, just call 10 miles out, as though you were flying into Janesville. And enjoy 8000 feet of asphalt!



Saturday **September 12**

It's been a long, hot summer,
so EAA Chapter 932 is offering a free

Pancake Breakfast

for **everyone** in the **Galt community!**

It's also an opportunity to roll your airplane
out of the hangar and show it off.

Let everyone see your baby!

Pancakes, sausage and coffee will be available
from **9AM** until **10:30AM**.

Social distancing requirements will be observed.



*Donations to the
Chapter's building renovation fund
will be appreciated.*

The Quiet Was Deafening

Story and photo by Dan Johnson



In-flight engine failure. It is something we all trained for and practiced for our ratings. After that we have kept it in the back of our minds. With the passage of time and our experience of hours and hours of not even a hiccup, we tend to discard the notion of an actual engine failure happening.

In 55 years of flying thousands of hours in single engine airplanes all over the country, I never had an in-flight engine failure. That is until June of 2020.

I had just replaced my 80 hp Rotax 912 UL with a Rotax 912 ULS with a Big Bore upgrade in my Rans S-7 amphibian. It was supposed to increase the horsepower of the ULS from 100 hp to 115 hp, and for an amphibious seaplane the more power the better.

I was in the third hour of test flights doing take-offs and landings on Grass Lake. I was heading back to Galt airport when the engine started running rough. I immediately turned back toward Grass Lake and

the mags once again and they were both rough. I was over Glacial Park about 3 miles from Galt and about a mile and a half from Wonder Lake, when the engine started backfiring and abruptly quit. The quiet was deafening. I could lower the landing gear and make a landing on a closed off east-west road in the park, but that would be a hassle with the authorities and I would have to disassemble it for sure to remove it.

Straight ahead was Wonder Lake. My wheels were up and ready to make a water landing but could I make the water? I was at 2,500 msl (about 1,700 agl) with a sink rate of 1,000 feet per minute. Just like you are taught during landing practice, if the runway is sinking in the windshield you will over shoot your spot and if the runway is rising in the windshield you will under shoot. The terrain surrounding Wonder Lake is rough so if I tried for it and came up short...

well, it would be bad.

The edge of the lake was descending in the windshield. I could make Wonder Lake. I turned a few degrees to head for the lake and held my best glide speed until I had the lake made then I increased it a little so I would have the energy to flair for landing.

The touchdown was smooth and I slid to an uneventful stop on the water. I got out on the



float and waived at the only boat on the lake. They cheerfully waived back. I waived again, motioning them over. The boat turned toward me and when they stopped, I asked for a tow.

I have lived on Wonder Lake and for 22 years. I had been trying to get permission to land on Wonder Lake and had been trying to get it opened for seaplane operations for nearly that amount of time. The major

started a climb. I checked the mags. On one the engine ran smooth and on two it was rough. I thought it was probably a fouled spark plug and decided to head back to Galt once again. I was keeping an eye on the farm fields along the way, always keeping a suitable one in gliding distance, should I need it.

After about half way back to Galt the engine started to run much rougher and was losing power. I checked

excuse given is that the lake is too busy and an airplane would be a hazard. When I landed, there was only one boat on the lake and they were excited to see the airplane.

The one time I got to land on the lake, I had to park at my neighbor's house because my ramp is blocked by rocks. My neighbor has a nice sand beach on a quiet bay that is protected from all the boat wake.



I called Jeremy from Aero-Sport. He came over to see if the engine could be repaired in the field. The diagnosis was not promising, so we ended up having to take the wings off

and tow it to Galt. Thanks to Jeremy, Dick, Zack and everyone else who helped with that project.

The engine had to be removed and shipped

back to Zipper Big Bore in Nevada. The problem turned out be the flywheel bolt backing out and shearing the key that keeps it in place. That changed the timing and quickly advanced to a total loss of ignition power. No major damage to the engine. They fixed the problem at their expense, but all the other costs came out of my pocket.

Now I have at least gotten to land on my lake but I'm *still* waiting to do a takeoff! 🛫



Planes on Posts



One of the more interesting *Planes on Posts* that shows up with some regularity in the editor's email is this DC3 in Whitehorse, Yukon Territory. The most recent photo was contributed by our own Dan Johnson. (*That's Dan on the right.*)

This old beauty's story began in 1942 when, as a C-47, she served in the United States Army Air Force. Afterwards, converted for passenger service as a DC3, it began a 15 year career with the Canadian Pacific Airlines, flying sheduled routes across Canada.

During the first half of the 1960s, it worked as a bush plane, often on skis, hauling supplies to oil exploration camps up near the Arctic Circle.

In the late 1960s, the DC3 was based at the airport in Whitehorse where she serviced scheduled and charter routes until the owner, Great Northern Airways,

declared bankruptcy. Having accumulated 31,851 hours, it was stripped for parts and never flew again.

Fortunately, in 1977 the Yukon Flying Club aquired what remained and restored it to its Canadian Pacific colors. A master welder by the name of Al Jacobs mounted old CF-CPY on a pivot in 1981 so it could always turn into the wind. It is so finely balanced that it only takes a 5 knot wind to turn it. If you don't believe that something that big can be quietly moved just click here for a YouTube video of her in action: [CLICK](#)

The DC3 was moved a short distance in July 2009 where it now has an honored spot outside the Yucon Transportation Museum and remains a top attraction in Whitehorse. So, go stand in front of her and get your picture taken!

Thanks for the photo, Dan! Your sticker is in the mail. 🛫



Send your photos of any **Planes On Posts** to Editor@EAA932.org.
You'll be suddenly famous! As if that weren't enough, you'll also receive a special, limited edition EAA932 sticker that you can proudly place on your airplane, golf cart, walker, forehead...wherever!

In memoriam: Dave Carlson

by Eric Rehm

It is with great sadness that I report the death of EAA Chapter 932 member Dave Carlson this past Tuesday, August 25th.

Until recently Dave was a regular participant at Chapter 932 meetings and events and gave generously of his time. As a dedicated volunteer, he served as 932's Membership Committee Chairperson and was also an integral part of setting up and serving on the Scholarship Committee. He stepped down from these roles and from flying when he was diagnosed with Stage 4 Leiomyosarcoma, a rare form of colon cancer, a little over two years ago. Despite his illness, Dave still found a

way to volunteer by supporting future pilots and their aviation dreams. He contributed a generous amount to the Ed Moricoli Flight Training scholarship fund and donated his flight bag, complete with headset, knee board and other pilot accessories, to a deserving student who was recently awarded the Ray Aviation Scholarship.

Dave had a lifelong love affair with aviation. From a young boy he longed to be a part of the sky but never thought he was quite good enough to take the



plunge and learn how to fly. I am proud to say he credited me for giving him the courage to finally sign up for that first lesson. (More likely I just bugged the crap out of him until he was beaten into submission). He also told me that my wife

Beth sealed the deal when she took him flying in our Mooney. He had such a wonderful time, he realized then and there that he was going to become a pilot.

Dave learned to fly at Galt, with flight instructor Jean Forni, and earned his Private Pilot's license in May 2017. He was full of self doubt throughout the process but persevered with a lot of encouragement from his husband, Tony, his friends and family.

All of you in the Galt community were very special to him. You all welcomed him in and he went from feeling like a wannabe-pilot to one of the gang. I cannot tell you how special that

was to him and how special it made him feel. Thanks to you all for that.

On a personal note, his loss is especially hard for me because I lost my best friend. We happened to meet six years ago and bonded over our love of good wine and airplanes. A fine way to start a friendship. I keep thinking that the six years I knew him was too short but then again, I was lucky enough to know him for six years. We got to fly together, travel together and I got to be the first one to congratulate him with a bone crushing hug when he passed his check ride.



Dave and Eric

Dave asked that some of his ashes be spread at Galt. A symbolic gesture of his love for Galt Airport and how dear he holds everyone in the Galt community. He will be missed...



Galt Airport Contact Info

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Illinois 60097

Websites

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flywithjb.com

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Director of Maintenance

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Office

Rebekah Busse
815-648-2433
rebekah@flywithjb.com

Airport Business Hours

8AM to 5PM
Monday thru Sunday

Congratulations!

*Congrats to **Gavin Higgs!**
He flew his first solo on
August 18, 2020..*



*Congratulations **Charles DeZanek!**
He passed his Private Pilot checkride
on August 26, 2020.*



*Congratulations to
Jason Bigelow!
He flew his first solo flight
on August 11, 2020..*



*Congratulations to **Kyle Sunday!**
He earned his Private Pilot license
on August 21, 2020.*



*Congratulations to
Michael Karm!
He flew his first solo flight
on August 14, 2020.*

One of the Chapter's "Young Aviators" becomes a CFI!

by Gretchen Thennes

I am excited to share that I am officially a Certified Flight Instructor!!! My journey began in 2017 at Galt Airport and that training provided a great foundation before starting at Liberty University and going quickly through the rest of flight training. I started my CFI training in May virtually presenting lesson plans for hours each day and working on my binder. After returning to in-person flight instruction in the middle of June, I finished Commercial Multi training and started my Commercial Single add-on and quickly learned to fly in the right seat. A few flights later, I took my CFI checkride. After hours and hours of studying and flying, it is such a rewarding accomplishment to be a flight instructor. I am hoping to starting working for Liberty soon as I still have a few semesters left of school. I am eager to share my passion for flying with others and continue to learn more than ever instructing. ✈️



Chapter Elections coming in November

by Kaylin Hart

Every two years, two alternating offices in EAA Chapter 932 must be filled by an election. This November, the President and Secretary positions are up for election. In keeping with our chapter's bylaws, nominations for those positions are now open.

You may be thinking, *"Wow! I would give anything to be an officer on the world renowned EAA Chapter 932 board!"* Well dear reader, this is your chance! We are open for nominations.

If you feel called to the role of Secretary, there are a few key responsibilities you would hold: including, the recording and publishing the minutes of business meetings, maintaining a permanent file of key documents, maintaining our FEIN (Federal Tax ID Number) and updating the bylaws. The Secretary position would be a great fit for any organized personality looking for a rewarding role on the board.

Also up for election is the office of Chapter President. Responsibilities include: leading the chapter, being the primary point of contact with EAA HQ, appointing chairmen and committees, and presiding over chapter functions.

There is no honor quite like guiding a chapter to success with a team of supportive, like minded individuals backing you. "President" may sound intimidating, but believe me when I say you would not be left without capable and dedicated help.

As a board, we work together closely to provide the best experience possible for EAA 932 members. If you have the chapter's best interest at heart and would like more information on either position up for election, please feel free to contact any board member (see Contact Info on President's Page). We would be happy to answer your questions, comments, or concerns and hope to welcome some new faces onto the board!

The President's Page

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Arnie Quast, President, EAA Chapter 932

Greetings EAA 932 Chapter Members,

Once again, our summer months has flown by! As each month passes during these unprecedented times, we continue to do our best to stay engaged as a chapter. During our August virtual gathering we hosted retired Air Force Lieutenant Colonel Susan Foy. Susan joined us to talk about her career in the Air Force and what it was like to pilot Air Force 2 during the Obama-Biden years. Everyone enjoyed the story that Susan shared about her career. Susan is now a pilot for



United Airlines, based in Newark, NJ.

A unique aspect of our virtual gatherings has been the expanded audience that we've had during these gatherings. Our friends from EAA Chapter 322 in Johannesburg, South Africa were once again among the attendees. Over the past few months, I've really



Lt. Colonel Susan Foy is greeted by then Vice President Biden after a flight on Air Force 2

enjoyed becoming acquainted with other EAA chapters around the country and around the world!

David Carlson

On Tuesday August 25th, we received some sad news. One of our chapter members, David Carlson, passed away after a long and courageous battle with cancer. David was an avid participant and volunteer to EAA Chapter 932. He was always willing to help and served as our membership chairman. We will miss him dearly. Our board has had a commemorative plaque made, designated as the "David Carlson Achievement Award" in his memory. This plaque will hang at the Galt Airport FBO. Each year, we will honor a chapter member who has demonstrated the spirit and commitment to EAA Chapter 93, as Dave did, by adding their name to the plaque.



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Upcoming Gatherings

As we head into September, we've decided to sponsor an in-person gathering for the entire Galt Airport community. (See the flyer on page 5.) Our chapter will host a *very informal* pancake breakfast on the stage area on Saturday September 12th from 9 am to 10:30 am. Pancakes, sausage, coffee, and juice will be available free of charge. (Donations will be graciously accepted, but are not required.) In concert with the event, we encourage folks to bring their airplanes to the ramp area for a "show and tell" session. This will be a great



Andy Miller from the AOPA will join us in November.

opportunity to socialize and show off your airplane! We do ask that any social distancing rules in effect at the time be observed.

Beyond September, we plan to continue our virtual gatherings.

In **October**, we will feature our **Young Aviators** group. They will share some of their flying experiences with us. We will also get status updates from our recent scholarship

recipients. In **November**, our good friend, **Andy Miller from the Aircraft Owners and Pilots Association (AOPA)** will share an aviation topic of interest to be determined. It is expected that Andy's presentation will qualify for FAA WINGS credit. The topic will be announced in the next few weeks. In **December**, we will hear from our most distant chapter member, **Meira Leonard** in Honolulu, Hawaii. She started her flying career at Galt, and is now a commercial / instrument / multi-engine rated pilot. Meira still serves as the primary Web Editor for EAA Chapter 932's website. We anticipate that she'll share some of her flying adventures in the Hawaiian Islands - and very likely convince us to go someplace warm over the winter months!!!



Meira Leonard will share her flying adventures in Hawaii.

As we ease into fall, my wish is that we all stay healthy and safe, and enjoy some scenic flying that the autumn weather brings.

Best regards,

Arnie

Aviation Quote of the Month

"The thing about flying is that the skills involved are perishable. Both the motor skills (the stick and rudder) and the required judgement."

Paul Bertorelli in an AVweb video

Send any interesting aviation quotes you spot to editor@eaa932.org.

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EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619